

REMARKS

Status of the Application

Claims 1-12 are all the claims pending in the Application, all of which currently stand rejected. Claims 1-3, 5 and 7-12 currently stand rejected under 35 U.S.C. § 103(a) as allegedly being anticipated by U.S. Patent 5,859,845 to Oniishi et al. (hereinafter Oniishi), in view of U.S. Publication 2002/0003781 to Kikkawa et al. (hereinafter Kikkawa). Claims 4 and 6 have been rejected under 35 U.S.C. § 103(a) as allegedly being obvious over Oniishi in view of Kikkawa, in further view of U.S. Publication 2002/0060625 to Lesesky et al. (hereinafter Lesesky). No other grounds of rejection or objection have been presented. The present amendment addresses each ground of rejection presented in the Office Action.

Claim 1 has been amended as set forth above. Applicant submits that the amendments are fully supported throughout the Specification as filed. For example, support for the amendments can be found on page 10, line 16 - page 11, line 4 of the Specification as filed. Applicant further submits that claim 2 has been cancelled without prejudice or disclaimer.

Claim Rejections under 35 U.S.C. § 103(a)

Independent Claim 1

Claim 1 has been rejected under 35 U.S.C. § 103(a) as allegedly being anticipated by Oniishi in view of Kikkawa. Applicant respectfully traverses the rejection for the following reasons.

As currently amended, claim 1 recites:

a load electrical parts, provided at a front portion of a vehicle;
an electronic connector, fitted by direct connection to at least one
of the load electrical parts;
...
a drive control unit, provided in the electronic connector,

Applicant respectfully submits that the cited art fails to disclose *at least* the above recited feature of claim 1.

As disclosed in Oniishi, “The loads 21_1 - 21_n are mounted at an arbitrary position and are connected to the load drive unit A 20 through common wire harness WH₁. The loads 31_1 - 31_n are mounted at an arbitrary position and are connected through common wiring harness WH₂.” Also, as seen in FIGS. 2-3 of Oniishi, a wiring harness is used to connected the loads 21_1 - 21_n and loads 31_1 - 31_n to their respective load drive units. In contrast, claim 1 recites “a drive control unit provided in the electronic connector,” and that that electronic connector is “fitted by direct connection to at least one of the load electrical parts.” Because claim 1 recites a “direct connection” while Oniishi discloses the use of wiring harnesses, Applicant respectfully submits that Oniishi would have failed to teach or suggest *at least* the load electrical parts and the drive control units as claimed. Applicant further submits Kikkawa fails to remedy this deficiency in Oniishi, and therefore, claim 1 patentably distinguishes over the cited art. Applicant further submits that claims 3, 5 and 7-12 patentably distinguish over the cited art due *at least* to their dependence on claim 1.

Additionally, Applicant submits that Lescky fails to remedy the above described deficiencies in Oniishi and Kikkawa, and therefore, claims 4 and 6 patentably distinguish over the cited art.

Conclusion

In view of the above, reconsideration and allowance of this application are now believed to be in order, and such actions are hereby solicited. If any points remain in issue which the Examiner feels may be best resolved through a personal or telephone interview, the Examiner is kindly requested to contact the undersigned at the telephone number listed below.

The USPTO is directed and authorized to charge all required fees, except for the Issue Fee and the Publication Fee, to Deposit Account No. 19-4880. Please also credit any overpayments to said Deposit Account.

Respectfully submitted,

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